

## HAWAIIAN GAZETTE

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EDITOR

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CHARLES S. CRANE, Manager.

FRIDAY AUGUST 5

## THE DUTY OF STRAIGHT MEN.

Nothing is harder of accomplishment in Honolulu, judging from many experiences of the past, than to convince any great part of the community that it is possible to discuss some matters on their merits. This is particularly true of anything connected with politics. The political questions in Hawaii of which the most is heard are petty and trifling, but it is over such things that our legislative bodies have been formed. At the present time, with the Republican primaries less than a month away, the great and burning question appears to be the matter of "bosses." So far as any public discussions are concerned, the fight now on is to elevate or depose certain men, not because they are to be candidates of the party for any particular elective positions or because they are known to be in favor of any particular persons for the various elective positions, but because they are either wanted or not wanted as "bosses."

Honolulu will have to decide, so far as the Republican portion of the community can decide, within a month who is to be the mayor of the city for the next two years following January 1 next. The party will be called upon to select its candidates for the board of supervisors, the board which will have the expenditure of practically a million dollars of public money during its term. Candidates for the house and senate, and for the executive offices of the city will have to be chosen to represent the Republican party in the elections in November.

The nominations in the various precinct clubs of those who are to be voted for as candidates to the county convention take place on Friday, August 26. The elections in the clubs take place on Friday, September 2. The time between now and the nominations is short, but it is sufficient to give Republicans who have as yet taken little interest in their club matters time to post themselves on probable candidates for the convention and probable candidates at the convention for the party nominations. Much depends this year on having a clean ticket that can justify the full party support and that ticket can only be obtained with the clean majority of the party having control of the convention. It is useless for those who have the best good of the city at heart to awaken to their duty later on, after the convention delegates have been chosen. To accomplish anything, the work for a clean ticket must begin at once and continue until the convention comes to an end.

The business community of Honolulu is nominally Republican and a great deal depends upon the individual members of that community. Their interest in politics is a vital one. Much of the future of Honolulu lies in their hands, unless they choose, through negligence, to allow the power they may have to remain in the hands of those whose interest in politics is simply to provide for themselves.

At the present time, thanks to the active work that has been going on in the matter of party reorganization by those appointed to do the work by the regular party committee, the prospect for a good ticket this fall is excellent. There are those in the party, however, and hanging on the fringe, who oppose any attempt to present to the voters a ticket of names against which little can be said. The yellow dog propaganda is again preached and there is some danger that the convention will fall into the hands of those who last time nominated Kaea and Holt and would have nominated Willie Crawford had certain action not been threatened.

The interest that is being taken by The Advertiser in the matter of the reorganization of the precinct clubs, the nominations to the convention and the election of delegates is in the interest of clean politics. The history of this paper is well known and throughout that history there has been no time when The Advertiser advocated expediency at the expense of principle. At the present time, The Advertiser believes that there is more than a probability of securing the nomination of a Republican ticket for legislature and city offices that can be supported in its entirety. The Advertiser is not a "straight ticket" organ, but is anxious that there may be a ticket nominated that it can support straight. Such a ticket, which will secure the full party strength and be elected by such, can be nominated if the straight men of the party carry out their duty toward the party and toward the city.

This year harmony means victory and a clean ticket means harmony. Let the business men of Honolulu find out for themselves what is being attempted; let them throw their support toward the clean ticket workers, and the party this fall will sweep the boards, with benefit to all concerned.

In one, or two of the fourth district precincts there is a disposition to resent the actions of the appointed workers of the county committee. In the Manoa precinct, particularly, there appears to be a feeling that the best interests of the party are not being served. The Advertiser believes this arises from a series of misunderstandings, which a little frank talk between the faction leaders would smooth away. Now that the time has arrived when a united party may be had to back a ticket creditable to the party, it would be good politics for the various disputants to get together and see whether they differ so very much in desires after all. Internal bickerings made Fern mayor last time and one lesson of that severity should be enough.

## OBSTRUCTING THE PUBLIC GOOD.

It would be a year before any public funds could be used in the construction of a new wharf in Hilo harbor, provided they could be voted and made immediately available. Unless a wharf is built at private expense, nothing can be done, until after the legislature meets, to take advantage of the better harbor afforded by the breakwater. A combination of private interests now offers to advance the money and build the wharf, doing it under government supervision and according to government specifications and making it in reality a government wharf to be turned over to the government as soon as the government wants to buy it at its actual value at the time of purchase. In the meanwhile it will make charges for the use of the wharf that are not exorbitant, charges which, as a matter of fact, will make shipping easier and cheaper for the people of Hawaii.

There is no way in which the owners of the wharf can compel shippers to use it. There is no monopoly against other wharf builders of the future. There is no discrimination possible under the terms, the applicants for the license to build having proved this by publicly offering to step aside and let anyone else secure the license and build the wharf, provided they give shippers the same terms the applicants now offer.

Yet, strange as it may appear, there are those who would prevent the building of this public utility, not because they want to build themselves but simply because the building of this wharf will allow of cheaper freight loading and do away with the lighterage business they are engaged in at the expense of the shipper and to the disadvantage of Hilo.

They claim that the wharf license will give the builders a monopoly because the builders propose to connect the wharf with the shore by a railroad line only, although there is nothing in the license asked for to prevent the construction of a public carriage road to connect the wharf and shore. Those opposing the granting of a license urge, to cover up the fact that they simply do not want any wharf at all to interfere with their business of lighterage, that the wharf builders should be compelled to provide the public road as well as the wharf.

If the wharf owners, until such time as the government wants to take over the property, could compel shippers and travelers to use the wharf, or if the building of the wharf prevented other wharves from being built any time anyone wants to build one, or if the wharf prevented vessels from lying off shore and having shipments taken out in lighters in the present old-fashioned, expensive way, there might be grounds for an objection to the building of the wharf by private persons. But that there should be obstructions put in the way of a number of shippers who wish to improve the facilities of a port under restrictions imposed by the government, simply to perpetuate an expensive system of handling freight, is an absurdity, an absurdity that would be laughed at as imbecility anywhere else in the world with the possible exception of inland China.

According to police court precedents the cost for beating two men and a woman in Honolulu is thirty dollars and to outrage a little girl calls for a year in jail. We certainly temper our justice with mercy, to say nothing of turning the other cheek.

Aebi may well say: "Look, see what I done."

## STATEHOOD FOR HAWAII.

The press of the mainland has seized upon Delegate Kalanianoʻe's facetious remark about statehood for Hawaii, made in an interview with a Los Angeles paper and have variously treated the suggestion, the importance given it being from the fact that the last two mainland Territories have just been created States and it was thought by the public at large that the question of a statehood bill would never come up again.

In the majority of cases the mainland papers have failed to grow enthusiastic over the possibility of the State of Hawaii. In nearly every comment is a reference to the preponderance of Orientals in our population. The Champion (Illinois) Gazette, for instance, says:

The admission of Hawaii as a state will have to be very seriously considered. The population in 1900 was 154,910, of which less than 15,000 were Americans and British, the rest being natives—about 40,000—Japanese, Chinese and Portuguese. The Japanese and Chinese in the islands number at least 60,000. So any American can see that there is a large and difficult problem to be considered when the proposition for admission to the Union comes up. It will be very different from any question which has ever arisen in connection with the admission of what we call contiguous territory.

The Eagle, of Wichita, Kansas, remarks:

Los Angeles dispatches state that Prince Jonah Kalanianoʻe, delegate to congress from Hawaii, in a recent interview said: "Hawaii will make the next bid for statehood, and the request will come soon. When I introduce the bill for statehood I shall make a showing of the marvelous growth on the islands." The prince omitted one important thing from his list, namely evidence that Hawaii is not going to fall into the control of the Japs.

Until a better condition prevails in Hawaii, thinks the Record, of Troy, New York, there is no possibility of statehood for the islands. The Record points out what it considers the present insurmountable difficulties:

Twelve years ago this month the Hawaiian Islands were annexed to the United States. After having been ruled by a native royal family for years, the foreign population increased greatly and desired representation in the government. This was accomplished by a revolution and the establishment of a republic. A few years later Americans succeeded in persuading their country to take the islands.

Grave difficulties stand in the way of a proper development of the Territory. Racial jealousies, the inordinate use of liquor, the commercialism of those in control and the prevalence of certain diseases, such as leprosy and tuberculosis, have checked its progress, while the disappearance of the native race—probably the finest of all the Polynesian peoples—has caused a question as to what the future of the islands will offer. Fertile almost beyond comprehension, readily supporting the fruits and grains of temperate or torrid climates, they afford splendid opportunity for agricultural pursuits. The position which they occupy is such that commercially they have a rare chance to capture trade and export their products cheaply.

Yet, notwithstanding these facts, the islands are not making the progress they ought. This is due partly to the uncertainty of their future. At present they are clamoring for statehood. It is readily understood that no territory whose population is more than half Mongolian and less than a fifth Caucasian could be allowed admission into the circle of States without assurances of such a nature that they could not be secured. Moreover the present disposition is not favorable to self-rule. A few planters are in control of the politics, the society and the commercial advantages of the islands. Until a better condition reigns Hawaii need not expect further privileges.

Just what is necessary to bring about proper conditions is a problem. Some things are certain. The use of intoxicating liquors should be limited greatly. This is the chief cause of the diseases which are sweeping the native race out of existence. Efforts more scientific than heretofore should be made to deal with tuberculosis and leprosy. American money should be spent in developing the harbors and public service companies in the islands. Some method should be devised by which the yellow people should be checked in their invasion of Hawaii. The small planter should be encouraged.

The Hawaiian Islands have a unique and worthy history. They possess noble men and women. They are in a different class from the Philippines or Porto Rico. Still, they lack much of meeting the requirements of a State. Given advantages which have heretofore been denied them by this government, and given such remedial laws as will tend to uplift the morals and health of the inhabitants, particularly the native population, there is no reason why in a decade or two the Territory should not be offered statehood, with the assurance that it will take no mean part in the development of the Nation.

The Press-Kniekerbocker, of Albany, New York, thinks it is hardly likely, but sees some advantages that might be gained. The Press-Kniekerbocker falls into the error of thinking that to grant statehood to Hawaii would establish a precedent whereby Porto Rico or the Philippines might also demand statehood. That paper says:

An interesting question will be presented to the next congress. Prince Kalanianoʻe, delegate to congress from Hawaii, will introduce, he says, a bill to make Hawaii a State. He says he will make such a showing of the marvelous growth on the islands that statehood will be justified.

No Territory outside of the United States proper has ever yet been granted statehood, but the proposition is worthy of consideration. "Dependencies" are hardly compatible with the fundamental principles of a democracy. It may be said in defense of the admission of outside Territories to statehood that it would tend to bind them closer to us. But if Hawaii is granted statehood that would be a precedent for admitting Alaska, Porto Rico and eventually the Philippines if we hang on to them. Statehood would give the inhabitants of the detached States a voice in the election of the President of the United States, in which case the Sultan of Sulu and his party of Mohammedans might find themselves in some election holding the balance of power. Of course, however, it would be possible to restrict the franchise to such natives as fulfilled educational requirements. It is hardly likely that for some years to come congress will think seriously of admitting to statehood any colony or Territory outside the present geographical limits of the United States.

Another little Hawaiian comment comes in the Wichita Eagle, which says:

How charming are some of the inconsistencies of greater politics. Little Hawaii, the pearl of the Pacific, had a postal savings bank, along in the days of dusky Queen Lili, and along came Uncle Sam, and annexed the little island. Uncle Sam made Hawaii give up her postal bank. Now, Uncle Sam gets wiser and makes himself a postal bank law. Now Hawaii, therefore, has a postal bank by annexation.

There is nothing in the contention that the ones who would build the Hilo wharf would have a monopoly because they propose to build only a railroad connection between the wharf and shore. There is nothing to prevent the county or the Territory from building the other connections needed. It will take time to build the wharf and in that time the money necessary for the carriage road can be appropriated. Looking at the matter in one way, the builders propose to advance the government the money for a government wharf, asking only the use of the wharf until such time as the government pays them back. The terms of the license exclude any possibility of holdups against the public and provides wharf facilities in advance of government provisions.

Aebi states that the editor of The Advertiser wanted to enter into a political alliance with him and prints a letter sent by the editor of this paper to him to prove it. Unfortunately for Aebi the letter fails to prove anything. His proof is similar to that of the man who stated that he had killed two deer with one shot and offered to show the gun to back up his yarn.

Hawaiian cotton is being bid for at a price of twenty-five cents for every pound fit for shipment. In New York, according to the latest reports, the cotton men on the Exchange are enthusiastic because the crop of the South is quoted at the big price of sixteen and a half cents.

Link McCandless and Joe Fern are enjoying the Republican situation immensely. It would be interesting to know just how much it is costing the former.

Joe Silva, of Pantheon Saloon notoriety, will have one week of mourning to regret a few minutes of satisfaction. At that, he gets off lightly.

## SIDELIGHTS

## THE JAPS DON'T LIKE US.

Secretary of War Dickinson met with a royal reception in Japan, and peace between the two countries was again determined upon. Perish the thought that the white and the brown man should ever come into contact, save in loving embraces.

Just the same the Jap has no particular aloha for the white man, and doesn't shed many tears when pilikia is his lot.

Because the work is fairly well and very cheaply done, I have my husband's clothes taken for cleaning and pressing to a Japanese outfit along Hotel street. To avoid marital differences which might be occasioned by the garments not getting home on time, I occasionally visit the joint. On the walls are chromos. You can see Port Arthur fall. You can gaze upon the warlike and triumphant features of many a Japanese general and admiral. The warships are properly pictured. Naturally all of it is Japanese. You may search in vain for Napoleon or Kamehameha or Bismarck or Washington or Bill Jarrett, or any of the heroes of other nationalities.

The Jap had no camera handy when the Declaration of Independence was signed, or when Grant sent up the price of apple trees at Appomattox.

But on Friday I discovered a new picture in the gallery. It was not in an obscure corner. It was not insignificant in size. Before, there was but one of the art chromos which was framed; that was a motto in Japanese characters which the cleaner explained to me read something like "God Bless Our Home." On the day mentioned there were two with frames. The frame of the late arrival was red, white and blue. The colors could not be mistaken. The picture was about two feet by one. It didn't need any label, but it had one, printed in both English and Japanese. It was a picture of Jack Johnson, and the label was "Champion of the World." In the upper right-hand corner, near the coon's head, was a photographic reproduction of the log cabin in which Abraham Lincoln learned how to tell stories and write emancipation proclamations. In the lower left, next to a large side-stepping foot, was a life-like representation of the severance of shackles from some one who was looked very much like Sheriff Henry's reward pictures of Anderson Grace. "Liberty" was written under the representation.

Do not confine your artistic and historical researches to Professor Brigham's whiskers and other treasures, or to Jamie Wilder's kerosene creations, or to our Kilohann Art League brilliant discoveries and discussions. Get downtown, and ascertain by my method that the Japs have an artistic method of expressing their dislike of white people. Their coon picture method of expressing the dislike is certainly one worthy of investigation and research which may have most valuable results.

## THE EDUCATION OF THE PLEBSIOTES.

Let us have more prohibition campaigns. No matter what they, or similar plebsiotes, may accomplish insofar as the immediate, direct issue is concerned, they are certainly educational in their tendencies. For I have learned more about history from newspaper and other accounts of the various discussions than I ever knew from the books in Miss Allyn's library or those advertised and sold by Honolulu's fancy book stores.

The most interesting fact gleaned was from an eloquent speech delivered at an antiprohibition meeting on one of the other islands. Unfortunately I could not be personally present, but fortunately I was able to glean authentic, post mortem facts. At the conclusion of the meeting, the leading orator of the evening, in a burst of eloquence in his peroration, dropped his carefully type-written speech, and amidst the plaudits of the assembled audience, forgot to pick it up. A brother-in-law of mine—how reluctantly I admit it—was one of the managers of the meeting. He picked up the manuscript, and, thinking I might be interested, forwarded it to me.

Interested I was. The first eight pages were written in the Hawaiian language, and although I am slightly acquainted with it, I could not understand enough of it to do justice to its author by attempting anything like a translation. I saw many and many an "aole" interspersed, and that, of course I could understand. I saw "kanaka pilikia," and that, of course, I could understand. But on the whole the language was more or less Greek to me.

There were seven and three-quarter pages of the English version, and there did I gain my education and information along historical lines. Washington drank, and so did Tom Jefferson. Congress pays millions of dollars annually for booze, and the right to drink was one recognized by the Constitution of the United States of America. Somewhere or other I had corralled the idea that Pat Henry's school boy speech, where "Give me liberty or give me death" had been sonorously thundered forth, was delivered down in the legislative halls of the Colony of Virginia, a year or two before the Declaration of Independence was made famous, and more than a dozen years prior to the adoption of our Constitution. Not so. Draw a red line through your Lodge, and your Von Helst, and your Fiske, and other authorities on American history. For here, in this speech, written by a prominent public man, was it recorded that at Liberty Hall, when the Constitution was being adopted, Henry said "Give me liberty or death." Even the quotation of the authors I have named was wrong, for the orator cut out the last "Give me."

And if The Advertiser does not believe me, and will give me a kodak, I will furnish a photographic copy. The original text can not be had, for, in the interest of historical accuracy, I am going to forward it to the Librarian of Congress at Washington.

## CHINESE AND AUTOMOBILES.

On the face of the earth there is not a more industrious race than the Chinese. On the face of the earth there is not a more imitative race than the Chinese. Eight-hour laws were never manufactured for them. Patent laws were never manufactured for them. They labor at least twice the statutory number of minutes, and infringe any patent ever granted. Some day their virtues will be recognized, and we will cut out the discriminatory, unfair exclusion laws, and treat them just as well as we do a Russian or a Korean.

Before that day arrives, however, the Chinaman has something to learn, and at least one superstition to overcome. Until the time he has been educated and civilized along the one particular line I shall mention, he is an undesirable immigrant.

Did you ever see a Chinese automobile driver? Did you ever see a Chinese ride in an automobile unless he had to? Did you ever see a Chinaman gaze at an automobile with aught save looks of contempt—perhaps abhorrence? I will venture to assert that the answer to each and every of these questions will be "aole."

Hacks, propelled by broken down quadrupeds, will he drive and ride in. Street cars, made to jump off backwards will he ride in. Even will he act as steward or passenger on a palatial vessel like the Neoman or W. G. Hall. But he likes not the machine mentioned in The Advertiser under the head of "Gasoline Row."

The reason? Ever since I have been an anonymous contributor, valued as a space filler, by The Advertiser, I have never flunked, but this time I must pass. I have made diligent inquiry amongst my Chinese acquaintances and the only reply that I can get is that they don't like them. It can not be the odor, for an opium joint or a preserved egg is almost as bad. It can not be the looks, for is not the dragon worse? It can not be the speed, for, when necessary they ride on the Oahu Railroad. It can not be the noise, for they celebrate their New Year's, and at times, out of curiosity, attend a political meeting. It is not the death dealing qualities, for a Chinaman is a born gambler, and always willing to take chances. It is not because they can not handle them, because the race are all mechanics.

Perhaps some centuries ago, when all white people were christened "white devils," some prophet or prophetic, with a queue long enough to entitle him or her to the job, warned the people not only to beware of the human devil, but of devils which he might invent, and, in an inspired moment, pictured such a one as, by a slight stretch of imagination, can be conjured into the machine, and a white hades as the residence of such invention, which, with less effort, can be readily recognized as a garage. But this is purely guess work. The fact is all I know. He will ride if he has to. He will not drive. The one lone chauffeur of the many on Hotel street who looks like a Chinaman was born in the same district as was Willie Crawford, and can prove his Chinese nationality only by calling for certificates from tourists.

The Japs like the machine, and have some of the best—perhaps the term should be least careless—drivers in Honolulu. They attend feasts in it on the slightest provocation, organize and carry on labor strikes by its locomotion, and, of course, underbid the white drivers in its hire.

And having made my observations as to autos and Orientals and undesirable, I am going carefully to preserve the results thereof, so that, when we are able to discard the W. G. Hall and the Mikahala and like craft in passing from one island to another, substituting therefor the aeroplane, I may make proper comparisons.